

**APPENDIX.**

Excerpts from a Report of the Office of War Information on Military Transport and Supply issued June 30, 1943

“\* \* \* War materials are moving faster, on longer and more heavily loaded trains, with less time spent on sidings, than in the last war.

“During our first year of the last war, the American railways handled 2,734,527 troops, including inductees. In the present war, in the year prior to December 7, 1942, the railways handled 11,641,838 troops, or more than four times as many. During last November alone, the Army delivered more than 500,000 troops to the railways for trips ranging up to 3,000 miles.

“Six out of every ten servicemen moved by rail in the first year of the present war traveled on special trains. For every five passenger cars there were two baggage or freight cars for the troops' supplies, including large numbers of gondolas and flatcars for trucks, tanks and heavy artillery. But when troops have been moved to camp, long freight trains must rumble day and night. Approximately 4,000,000,000 pounds of varied military equipment must go every month to the more than 1,200 Army camps, posts and stations in this country where battle training is in progress.

“Although railroads today are operating with less equipment over fewer miles of track than in the last war, they are carrying more passengers and freight longer distances. In 1942 the ton-miles of revenue freight had increased 58 per cent over 1917, and the passenger miles 25 per cent. This was accomplished by running longer trains, by moving them faster, by loading cars more heavily and by reducing the time which cars are permitted to spend on sidings under load or empty. During the first twelve months of the present war, the railroads handled approximately 41,000,000 tons of Army freight—about  $3\frac{2}{3}$  times the amount handled in the peak months of 1918-19.

“Today, freight cars do not pile up at ports, as they did in 1917. At one time during the last war, more than 200,000 freight cars carrying exports were immobilized at or in

back of the Atlantic seaboard. Today the number of railway cars waiting to deliver freight at Atlantic ports rarely exceeds 15,000.

"This healthy traffic condition has been effected by vigilance on the part of the railways and the various government agencies concerned, and by prompt action whenever the slightest threat of congestion has appeared. Because delay in the movement of Army freight is inadmissible, Major General Charles P. Gross, Chief of the Army Transportation Corps, Army Service Forces, has insisted that traffic in the ports be kept moving, and has taken a leading part in establishing the cooperative machinery which is achieving that result."

"The fact that no need has yet developed for tight control over domestic traffic is a source of pride to the Transportation Corps. Despite the fact that the railroads of the country have 500,000 fewer cars and 20,000 fewer locomotives than they had in 1917 they are nevertheless handling an all-time high in terms of ton-miles hauled. According to General Gross, the railroads themselves can claim much of the credit for their excellent showing." \* \* \*

"Application of time-table technique begins back on the assembly lines in the production areas. A movement of gigantic proportions was the one begun last fall which terminated on the coasts of Africa. \* \* \*

"This landing has been called one of the most magnificent operations of its kind in military history. It began in cities such as Chicago, Detroit, St. Louis, Kansas City, Glasgow and Liverpool." \* \* \*

"No matter how difficult the task, the Army Service Forces must come through. There are nights when tens of thousands of soldiers must be shifted great distances across the United States. On these same nights heavy freight trains, laden with raw materials, must speed toward industrial plants, while others, loaded with finished tanks, guns and planes, must rush to ports of embarkation. All the while the machinery of training of new troops has to continue without slowdown or interruption just as the fighting continues on the front lines. And supplies must reach the battle fronts regularly and generously.

“In this regard an apt ASF slogan is posted in the Office of General Somervell:

‘The impossible we do immediately  
The miraculous takes a little longer.’

And here is the rule laid down by Major General E. B. Gregory, the Quartermaster General: ‘Never for one moment can we allow our efforts to slow down and let the flow of supplies slacken.’ ”

(1891)

